

IN THE CLAIMS:

Please cancel claims 11, 13, 19 and 23-25 without prejudice, and amend claims 6, 12 and 18 so that the claims read as follows:

Claims 1-5 (Cancelled).

6. (Currently Amended) A method for starting one internal combustion engine, said one engine coupled with a cranking motor, said cranking motor coupled with an electrical battery, said method comprising:

(a) connecting a capacitor with an electrical system of another engine while said capacitor is disconnected from said cranking motor coupled with said one engine, wherein said capacitor is mounted on a cart; then

(b) charging the capacitor with said electrical system of said another engine; then

(c) at a time when said electrical battery has insufficient charge to start said one engine, disconnecting said capacitor from said electrical system of said another engine and connecting said capacitor with said cranking motor coupled with said one engine; ~~and~~ then

(d) starting said one engine with said cranking motor and said capacitor; and

(e) moving said cart with said capacitor.

7. (Original) The method of claim 6 wherein said capacitor is characterized by a capacitance greater than 320 farads.

8. (Original) The method of claim 7 wherein said capacitor is further characterized by an internal resistance at 1 kHz and 20°C that is less than about 0.008 ohms

9. (Original) The method of claim 7 wherein the capacitor is characterized by an internal resistance at 1 kHz and 20°C that is less than about 0.006 ohms.

10. (Original) The method of claim 7 wherein the capacitor is characterized by an internal resistance at 1 kHz and 20°C that is less than about 0.003 ohms.

Claim 11 (Cancelled).

12. (Currently Amended) A method for starting an internal combustion engine, said engine coupled with a cranking motor, said cranking motor coupled with an electrical battery, said method comprising:

(a) charging a portable capacitor with a charging device powered by alternating current, wherein said capacitor and said charging device are supported on a cart; then

(b) at a time when the battery has insufficient charge to start said engine, temporarily connecting said capacitor with said cranking motor coupled with said engine; then

(d) starting said engine with said cranking motor and said capacitor; ~~and~~ then

(e) disconnecting said capacitor from said cranking motor; and

(f) moving said cart with said capacitor and said charging device.

Claim 13 (Cancelled).

14. (Original) The method of claim 12 wherein said capacitor is characterized by a capacitance greater than 320 farads.

15. (Original) The method of claim 14 wherein said capacitor is further characterized by an internal resistance at 1 kHz and 20°C that is less than about 0.008 ohms

16. (Original) The method of claim 14 wherein the capacitor is characterized by an internal resistance at 1 kHz and 20°C that is less than about 0.006 ohms.

17. (Original) The method of claim 14 wherein the capacitor is characterized by an internal resistance at 1 kHz and 20°C that is less than about 0.003 ohms.

18. (Currently Amended) A portable rapid-delivery power supply apparatus for providing a supplementary source of power to an electrical system coupled to an internal combustion engine comprising:

a capacitor having connectors adapted to be connected to the electrical system;
and

a charging device coupled to said capacitor, wherein said charging device is powered by alternating current; and

a cart, wherein said capacitor and said charging device are mounted on said cart.

Claim 19 (cancelled).

20. (Original) The apparatus of claim 18 wherein said capacitor is characterized by a capacitance greater than 320 farads.

21. (Original) The apparatus of claim 20 wherein said capacitor is further characterized by an internal resistance at 1 kHz and 20°C that is less than about 0.008 ohms.

22. (Original) The apparatus of claim 18 wherein said connectors comprise a pair of cables.

Claims 23-25 (Cancelled).